

PHOTOGRAPHIC INTERPRETATION REPORT



MALIN
SENSITIVE OPERATIONS
COMPLEX
USSR

[Redacted]

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NOVEMBER 1967

COPY 116

4 PAGES

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DECLASS REVIEW by NIMA/DOD

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MALIN SENSITIVE OPERATIONS COMPLEX, USSR

INTRODUCTION

A new sensitive operations complex is under construction in a wooded area 13.5 nautical miles

(nm) south-southeast of the town of Malin, USSR, at 50-34-47N 29-27-44E (Figure 1). The complex is approximately 33 nm west-northwest of Kiev, and is served by a spur from the Kiev/Korosten

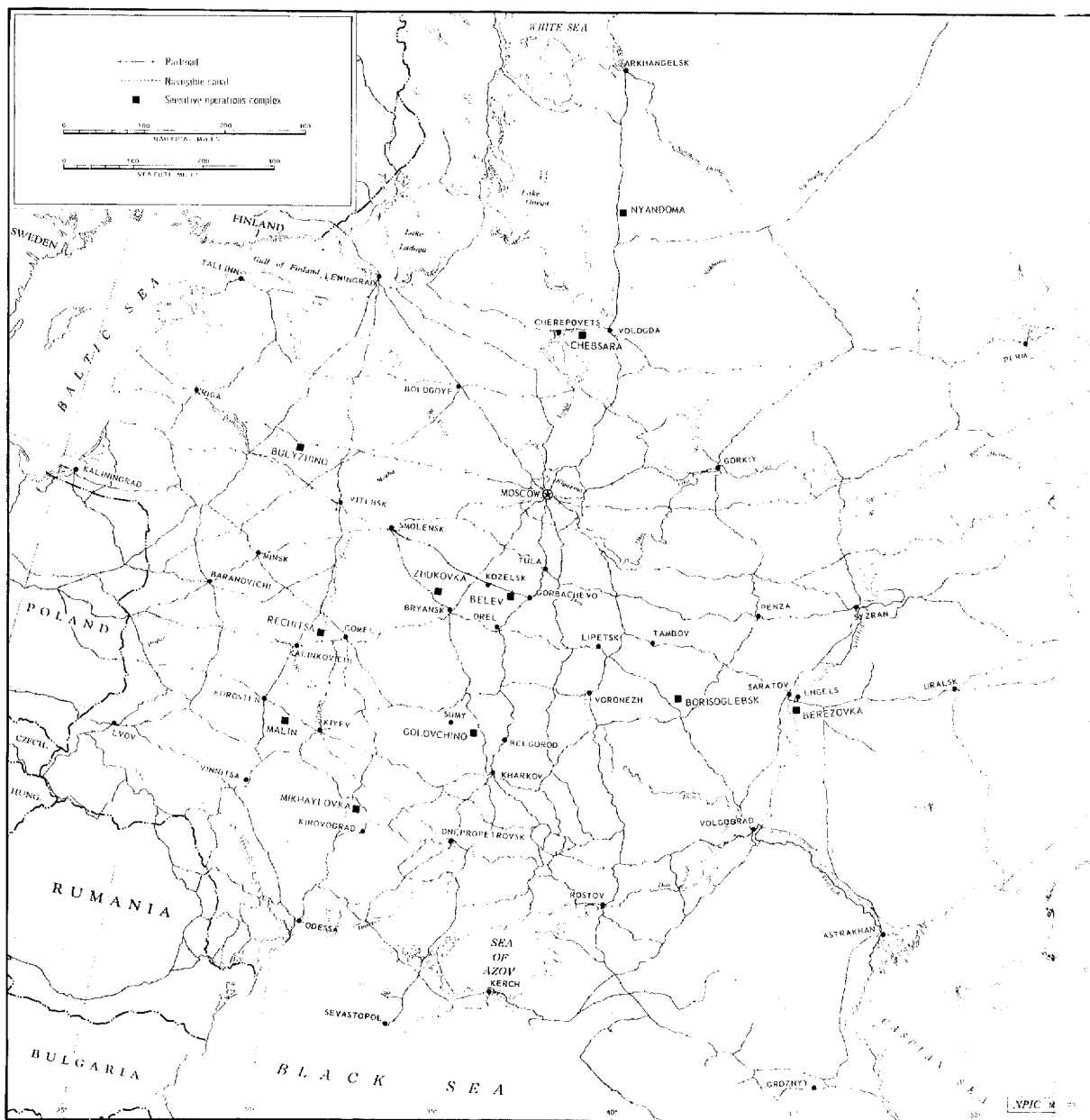


FIGURE 1. LOCATION MAP.

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double-track rail line; the spur formerly supported peat cutting and probably timber cutting at the village of Osova, 6 nm east of the installation. The spur joins the Kiyev/Korosten line at Stantsiya Spartak.

The complex contains all the major identifying features of the other 10 sensitive operations complexes except bunkers. 1/ Two excavations east and southeast of the main support area are probable sites for bunker construction.

The first evidence of construction was in [] when 14 construction workers dormitories were present and the rail right-of-way was being cleared.

DESCRIPTION

The complex, as observed on [] photograph of [] is made up of the following components: a main support area, a rail facility, a small support area, and an operations area (Figure 2).

Main Support Area

The main support area contains 4 large multistory apartments, 8 smaller apartments, 1 large L-shaped administration building, a small C-shaped administration building, and several large unidentified buildings. A large steamplant and 3 vertical POL tanks are adjacent to a single siding of the rail facility. Two motor pools each contain 2 large vehicle sheds. Construction workers housing consists of 16 single-story dormitories; a T-shaped messhall is located nearby.

Rail Facility

The rail facility has a multitrack holding yard, and a separate siding serves several warehouse-type buildings. A single spur extends slightly north of the holding yard, turns

east and ends. A loop road with 1 side immediately adjacent to this spur has been constructed since []

An identical construction procedure was followed at the Belev Sensitive Operations Complex. The bridge crane at the Belev complex was built astride a similar loop road and single dead-end spur. 2/

Small Support Area

A small support area is north of the rail facility. The location of 3 barracks and a partially surfaced drill field is identical to the location of corresponding facilities in the maintenance areas of the later generation sensitive operations complexes. Clearings for other structures are located in this area.

Operations Area

The operations area is east and southeast of the rail facility. Two excavations are evident in this area. Some construction is underway on the floor of the southeastern excavation, which was present in [] The site of the eastern excavation was cleared of trees between [] The excavation has been cut to the approximate shape of a gamma bunker; 1/ some construction is in progress on the floor of this excavation also.

Other Construction

Other construction includes an excavation for a probable sewage treatment plant north-northwest of the main support area; the excavation was made between []

A new road is under construction west of the installation. The right-of-way for this road had not been cleared in [] it had been partially cleared and graded. The width, gradual curves, and long, straight

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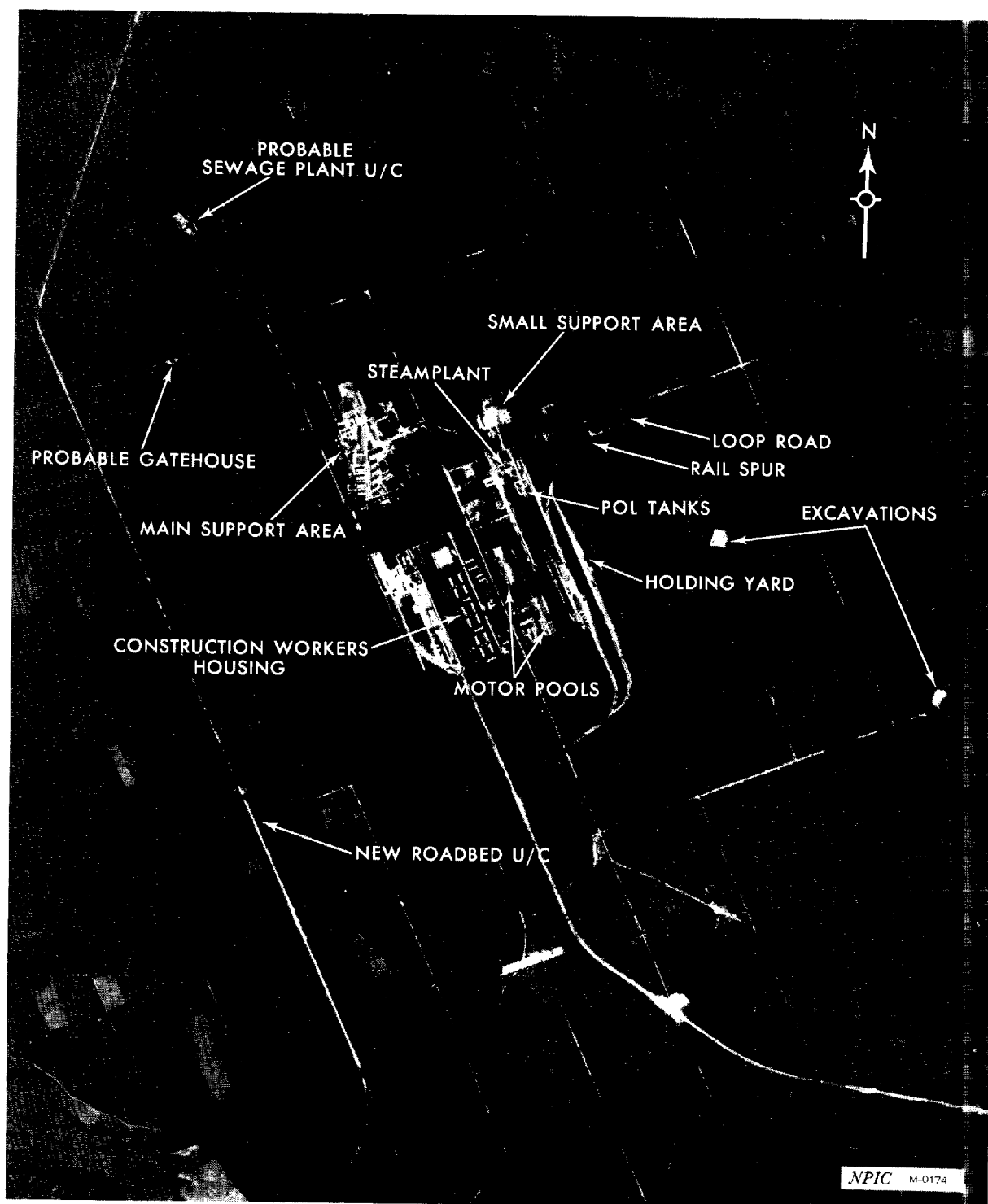


FIGURE 2. MALIN SENSITIVE OPERATIONS COMPLEX, USSR, [REDACTED]

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stretches of the road plus the concrete bridges constructed along its route indicate that it will be a high-speed highway.

The road extends in a general north-south direction, parallel to the Teterev River. Although neither end of the road is yet traceable, it is obvious that the north end will connect with the Kiyev-Korosten road near Rudnya Peyenovskaya, and the south end will join the Kiyev-Zhitomir highway.

Because construction of this road is con-

current with construction of the complex, and because the area of the complex is at present served only by unimproved, rural-type roads, it appears that the primary purpose of the road is to serve the complex.

A possibly related length of highway construction has been observed between the towns of Malin and Korosten. It is significant that new highway construction has been observed in the vicinity of most of the other sensitive operations complexes.



REFERENCES



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MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0233-8

DOCUMENTS

1. NPIC.  Sensitive Operations Complexes, USSR, Jul 65 (TOP SECRET 

2. NPIC.  Beler Sensitive Operations Complex, USSR, Oct 65 (TOP SECRET 

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REQUIREMENT

CIA. C-DI5-83,030

NPIC PROJECT

11251/66 (partial answer)

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